

UNCLASSIFIED/

RTTUZYUW RUOISSA7640 0341918-UUUU--RUOIAAA.

ZNR UUUUU

R 301542Z JAN 15 ZEL

FM COMNAVSAFECEN NORFOLK VA

TO AIG 6942

AIG 6943

AIG 6944

AIG 7702

INFO ZEN/COMNAVAIRWARCENWPNDIV CHINA LAKE CA ZEN/COMNAVSURFWARCEN WASHINGTON DC

ZEN/NAVSEALOGCEN MECHANICSBURG PA ZEN/NAVSURFWARCENDIV CORONA CA

ZEN/NAVSURFWARCENDIV CRANE IN BT UNCLAS //N05100// SECINFO/U/-//

MSGID/GENADMIN/COMNAVSAFECEN/30/JAN//

SUBJ/COMNAVSAFECEN AFLOAT SAFETY ADVISORY 2-15, SHOCK HAZARD FOR /IET MODEL 1864-1644

AND 1864-9700 MEGOHMMETERS IN USN /INVENTORY// REF/A/DESC:DOC/CNO/30MAY2007//

REF/B/DESC:DOC/IET LABS INC/20JAN2015// REF/C/DESC:DOC/WESS REPORT/-// NARR/REF A IS

OPNAVINST 5100.19E, NAVY SAFETY AND OCCUPATIONAL HEALTH (SOH) PROGRAM MANUAL FOR

FORCES AFLOAT. REF B IS AN EMAIL RESPONSE DETAILING IET ANALYSIS OF THE SHOCK HAZARD AND

PROPOSED SOLUTION FROM TECHNICAL POC ROBERT BROWN TO NNSY. REF C IS WESS HAZARD

REPORT, WESS ID 1421783197133 SUBMITTED BY NNSY:

ELECTRICAL SHOCK HAZARD ON MULTIPLIER KNOW SET SCREW FROM A IET LABS, INC. POSITIVE

POLARITY MEGOHMMETER.// POC/ROBERT M BROWN/-/UNIT:COMPANY-IET LABS/-/TEL:516-334-5959

X208 /EMAIL:BOB.BROWN@IETLABS.COM// POC/JEFFERY K PORTER/-/UNIT:NAWCWD/-/TEL:760-677-

5735

/EMAIL:JEFFEREY.PORTER@NAVY.MIL//

POC/EARL SANDERS/EMCS/UNIT:COMNAVSAFECEN/NAME:NORFOLK

/TEL:DSN 564-3520 X7144/EMAIL:EARL.SANDERS@NAVY.MIL//

GENTEXT/REMARKS/1. THE SENIOR GPETE ENGINEER AT NAWCWD CHINA LAKE IDENTIFIED A SHOCK HAZARD WITH THE IET MODEL 1864-SERIES MEGOHMMETER. NORFOLK NAVAL SHIPYARD CONFIRMED A PROBLEM. A CONDITION EXISTS IN THE SHORTING LINK (GROUND LOOP) BETWEEN THE "GROUND" AND "NEGATIVE" TERMINALS; AS AN EXPOSED METAL SETSCREW COULD BE ENERGIZED TO APPROXIMATELY 800V.

2. THE TWO MODELS CURRENTLY EXISTING IN U.S. NAVY INVENTORY THAT COULD BE AFFECTED BY THIS SHOCK HAZARD ARE THE IET 1864-

1644 AND 1864-9700. IET MODEL 1864-1644 IS CONFIGURED WITH THE SHORTING LINK CONNECTION BETWEEN THE GROUND AND GUARD TERMINALS. THE HAZARD EXISTS AND ELECTRICAL SHOCK CAN OCCUR IF THE SETSCREW ON THE MULTIPLIER KNOB IS TOUCHED. IET MODEL 1864-

9700 IS CONFIGURED WITH THE SHORTING LINK CONNECTION BETWEEN THE GROUND AND GUARD TERMINALS. WITH THIS CONNECTION, THERE IS VERY LITTLE POSSIBILITY THAT THIS HAZARD EXISTS. IF THE SHORTING LINK IS MOVED, IN THIS CASE TO THE "GROUND" AND "POSITIVE" TERMINAL, THE SHOCK HAZARD NOW EXISTS AND ELECTRICAL SHOCK CAN OCCUR.

3. THE FOLLOWING CLASS SHIPS MAY HAVE THE GENERAL PURPOSE TEST EQUIPMENT MENTIONED IN PARAGRAPH 2 IN USE: CG, CVN, DDG 51, DDG 1000, FFG, LCS, LHA, LHD, LPD, LSD, AND SSN.

4. IN REF B, THE ORIGINAL EQUIPMENT MANUFACTURER, IET LABS INC., RECOMMENDS NOT USING THE MODEL 1864-1644 AND 1864-9700 UNITS UNTIL THE HAZARDOUS CONDITIONS ABOVE HAVE BEEN FIXED. IET LABS INC. IS CURRENTLY RESEARCHING A SOLUTION FOR THIS SHOCK HAZARD AND WILL RELEASE UPDATE KITS AND ADDITIONAL INSTRUCTIONS.

5. SINCE THE 1864-1644 IS GPETE PRIMARILY FOR REACTOR MAINTENANCE, NAWCWD CHINA LAKE, RECOMMENDS THE FOLLOWING SUBSTITUTE TEST EQUIPMENT:

MODEL 1644A MEGOHM BRIDGE 10V-1KV 200TOHM 24655 (GENRAD) 6. ONCE WE RECEIVE ADDITIONAL INFORMATION FROM IET LABS INC. ON THE SOLUTION TO CORRECT THE HAZARDOUS CONDITION, WE'LL PASS IT ALONG.// BT

#7640